

356

## CENTRAL INTELLIGENCE AGENCY

## INFORMATION REPORT

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SECRET

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COUNTRY Czechoslovakia

REPORT NO.

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SUBJECT Danube River Port at Komarno

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REFERENCES

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1. The entire Danube River left bank from the intersection of the Little Danube (Maly Dunaj) with the Danube to the western end of the Danube arm belongs to the Komarno port area. The port area is about three kilometers long in all. The bank here has stone reinforcements.
2. The port has good railroad facilities. A freight station (No. 6 on the sketch) is located in the middle of it, just east of the bridge (No. 10 on the sketch), and is for the exclusive use of the port. The tracks for freight trains in the port area run right alongside the river bank, which means convenient railroad connections for all port installations. These tracks lead into the Komarno railroad station (No. 1 on the sketch), which is located in the northern part of the city and from which single-track lines lead to Nove Zamky, Guta and Bratislava. The track section of the freight station is about 750 meters long.
3. Towards the city, the entire length of the port area is enclosed by a two-meter-high wire fence with iron posts. The gates to the port area are closely guarded by the Czechoslovak police; personnel employed at the port have permanent passes, issued especially for them.
4. Three piers (No. 21 on the sketch) are situated in the eastern part of the port, east of the Danube bridge (No. 10 on the sketch). Three electric revolving cranes on rails (No. 18 on the sketch) take care of freight transferring needs there.
5. The western part of the port from the bridge to the new shipyard is about 500 meters long and has two or three tracks for freight trains. It also contains four large storage buildings (No. 17 on the sketch) for concrete, and four cranes (No. 18 on the sketch) of the same type as those in the eastern port, each with a three-ton capacity, do the loading there. A new grain storage building (No. 15 on the sketch), measuring about 50 by 30 meters and between five and eight stories high, stands inside the western edge of the port area.

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-2-

6. The port section (No. 16 on the sketch) located in front of the grain storage building is used as a pier by Sovromtrans (Soviet-Rumanian Navigation Company-SRT).
7. The west bank of the northern part of the Danube arm (No. 8 on the sketch) is occupied by the new Skoda shipyard (No. 4 on the sketch). The shipyard area, which is continually being enlarged, measures about 500 by 200 meters and is enclosed by a 2.5-meter wire fence. A track for freight trains leads into the area from the east. Up to the time of observation, four large workshops (a on the sketch) and two docks (b on the sketch), with numerous smaller installations, are operating there. The large shops measure about 80 by 40 meters, are constructed of concrete and have arched glass roofs. The docks can accommodate two or three ships at a time.
8. About 2,000 workers are employed in the shipyard. After the completion of the yard, to be accomplished in 1953, it is intended to use it principally for the construction of Don and Volga River vessels for the USSR, with three to four months required for the construction of each vessel. The shipyard's machines are highly modern and almost without exception are of Czechoslovak manufacture.
9. Another shipyard (No. 7 on the sketch) lies on the eastern end of the peninsula (called the Island - No. 9 on the sketch) which is formed by the Danube River and the arm and has been operating for quite some time. After being completely destroyed by American bombs during the war, the shipyard was reconstructed as soon as the war was over and was declared Soviet property. The Soviet shipping company, the SDGP, supervises the entire installation through experts, all of whom are Soviet nationals. Three Danube River tugboats are being built here simultaneously, with three to four months allowed for the construction.
10. Small residential developments have been built on the peninsula west of the bridges (Nos. 10 and 11 on the sketch). The south bank of the Danube arm is not reinforced. A bathing beach measuring about 600 meters in length is located in the immediate vicinity of the bridge (No. 10 on the sketch).
11. The old fortress of Komarno located on the point of land between the Little Danube and the Danube is occupied by infantry units.

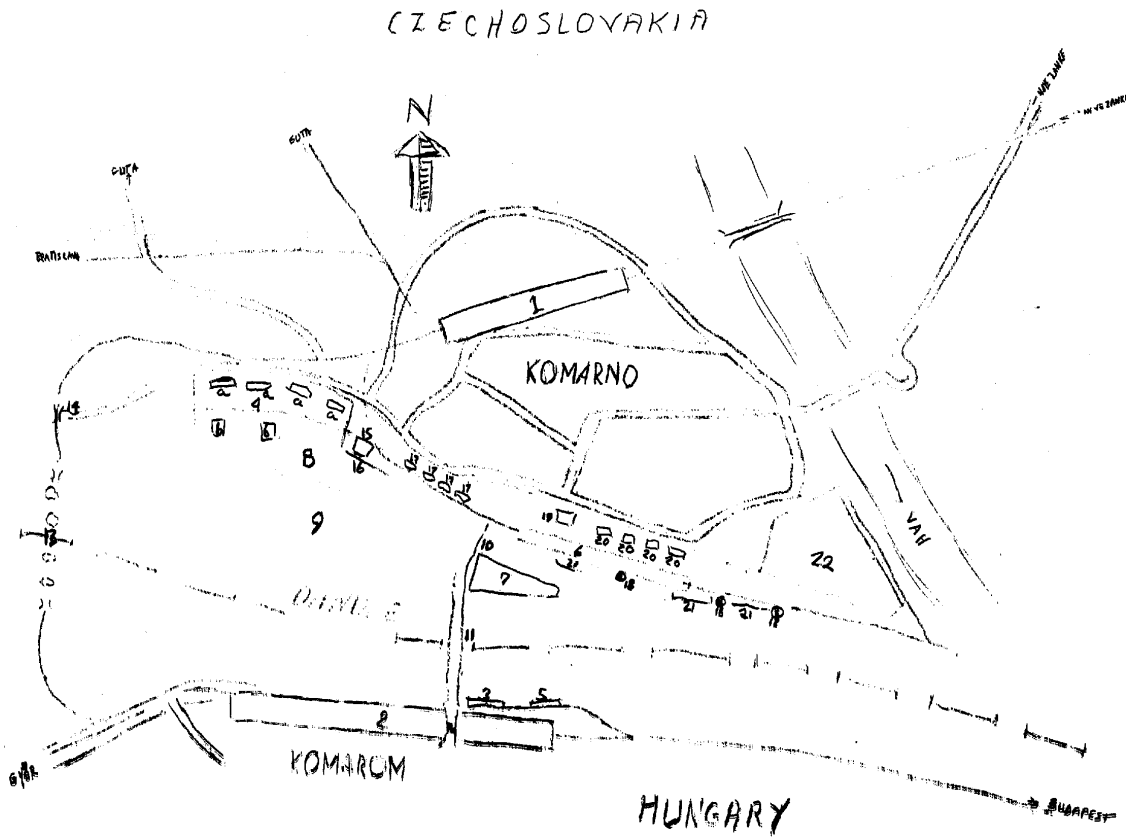
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-3-



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~~4~~Legend:

1. Komarno Railroad Station.
2. Komarom Railroad Station (Hungary).
3. Meszhart Pier.
4. New Skoda Shipyard.
5. Pier for Bauxite Ships.
6. Komarno Freight Station.
7. Soviet Shipyard SDGP.
8. Danube Branch with Port.
9. Peninsula.
10. Bridge.
11. Bridge.
12. Overpass.
13. Destroyed Railroad Bridge.
14. Railroad Overpass.
15. Grain Storage Building.
16. SRT Pier.
17. Storage Buildings.
18. Electric Cranes.
19. Main Building of Freight Station.
20. Port Administration, Port Police and Customs Office.
21. Permanent Piers.
22. Fortress of Komarno.

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